



50X1-HUM

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- 1) Csepel - 350 engines, both gasoline and Diesel, for Csepel - Steyr type trucks. Monthly output, about 300. The prototype for this engine came from Austria.
  - 2) Csepel - 130 engines, similar to the above, but of 1,300 cc. capacity. Both gasoline and Diesel. Monthly output 150, but increasing to 200.
  - 3) Csepel - 500 engines. Construction is similar to the 350 and 130 engines above, but no further details available.
  - 4) Manufacture of components for Soviet type aircraft engines which are also assembled here. Repairs of MIG-15 jet units and possible manufacture of components for these engines. The section started work in the spring of 1952 and is not accessible to workers from other parts of the factory. It is managed by Soviet engineers. Certain repairs to the MIG-15 aircraft based on the nearby airfield are carried out in this section of the works.
- b. The vehicle works are manufacturing bodies for the Csepel 130, 350, and 500 trucks. There are five sections and an assembly shed similar to the one in the engine works. The monthly rate of output varies between 500 and 700 bodies. Half is allocated to the Hungarian Army and the other half to satellite countries or to the USSR as reparations.
- c. The tool plant consists of one 3-story office building and one 2-story warehouse. Various motor vehicle and aircraft tools, as well as small parts, are manufactured.
- d. The screw works started production in June 1952. Their machine tools were delivered from the Rakosi Works. No further details of production are available.
- e. The power units section is still in the course of construction. Soviet-type tools and machinery are being installed. According to a rumor, Soviet-type jet engines are to be produced.
- f. The new foundry will be completed in the course of the next few weeks. It will supply the whole factory with alloys.

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